

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 4, 2012

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: ABI LERNER, P.E. DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 – KING STREET METRO DESIGN/FUNDING

ISSUE: Consideration of an action to transfer \$1.9 million from the Mill Road Extension project to the King Street Access Improvement Project to be able to construct all the programmed improvements.

RECOMMENDATION: That the Transportation Commission recommend that the City transfer \$1.9 million from the Mill Road Extension project to the King Street Access Improvement project to be able to complete all the programmed improvements.

DISCUSSION: The King Street Metro is Alexandria's largest transit facility, and requires significant work to update it, expand it, and make it a safer facility. The City began this process by requesting that WMATA conduct a study of the feasibility of rebuilding the access facilities at the lot in 2006. The result of this study was released in March, 2008. This study estimated that the improvements for the site would cost \$4.2 million to build at that time. Since 2006, the City has been gathering RSTP and CMAQ funds to cover the cost of the improvement. In 2010, the City had acquired \$4.4 million to cover the cost of this project.

In the spring of 2010, the City requested that WMATA and its consultant design and build the facility. A number of public meetings were held to get public input to refine the preliminary concepts developed in 2006. City staff worked with WMATA and its consultant to modify the original concept to address comments made by the public and members of the Transportation Commission. Many new elements were incorporated in the design to enhance pedestrian and bicycle facilities, bus waiting areas, provide larger bus bays and additional bus layover spaces. These enhancements added significant costs to the budget. Aware that the cost of this project was rising, \$2.2 million was budgeted in the ten-year Transportation Expansion Program, funded by the 2.2 cent real estate tax for transportation projects. The cost estimate based on 30 percent design plans indicated that the project could be built with the available \$6.6 million (\$4.4 million from grants and \$2.2 million from the City's Transportation Expansion Program). However, with the development of more detailed, 65 percent, engineering plans, the design team has revised

the cost estimate to \$8.5 million. Since the City currently has \$6.6 million allocated for this project an additional \$1.9 million is required to fully fund and construct the project.

The \$1.9 million could be transferred from available Urban funds that have been allocated in VDOT's Six-Year Plan to build a Mill Road Extension (UPC#17678). The construction of the Mill Road Extension is no longer viable because it cannot be accommodated with the Telegraph Road Interchange improvements which have been constructed in conjunction with the Woodrow Wilson Bridge project. Therefore the deficit to build the King Street Access Improvement project could be funded with reprogrammed dollars from the Mill Road Extension project.

FISCAL IMPACT: This project would reprogram \$1.9 million of State Urban funds from the Mill Road Extension Project to the King Street Access Improvements project. No additional City funds would be necessary for this project.